

## AFFAIRS OF THE RAILWAYS.

## Feeling Business the Only Remedy.

A railroad man of large experience and observation expresses the opinion that the only salvation for the roads of this country is to again return to pooling their business. Rates are demoralized in every direction and promise to become as low as prior to the days of the pools, and for this there seems to be no remedy. The interstate law does not forbid cutting rates to suicidal figures, but some of the roads seem to be doing so. "In the days of the pools," said he, "if one road became ugly and disposed to cut rates, the other roads would quiet it by turning over a larger per cent. of the business in the direction where the rate was to be cut. There was a pool arbitration, which made it possible to maintain rates, but now it is gone as you please. If a road wants to cut a rate, all it has to do is to issue a tariff naming the rates. Before the days of pools business was done in the same manner, and the country was full of bankrupt roads, but with the establishment of pools, rates were advanced to a paying basis and then maintained. The interstate law, however, broke up pools and gave the roads which are disposed to do business regard less of the general opportunity to return to the old style of rate cutting, and it is noticeable that it is the same roads which are demoralizing rates, and the foremost in the same business prior to the establishment of pools.

## Personal, Local and State Notes.

B. F. Alexander has been appointed agent of the Terre Haute & Indianapolis road at Ellettsville. The Michigan Central road, which is building a number of new passenger coaches, is putting smoking rooms into the first-class coaches as well as the second-class ones.

The general baggage agent will hold their annual meeting in New York this week. I. S. Burr, who will represent the Indianapolis division, left for the East last night.

Frank Coffin, of the car recorder office of the Ohio, Indiana & Western road, left yesterday for Dallas, Texas, where he takes the position of car recorder of a division of the Texas Pacific road.

There is talk of calling a conference in New York city, early in August, of the general freight agents of the leading roads, when a great effort to harmonize all the differences will be made.

The Cincinnati, Sandusky & Cleveland people expect to realize \$500,000 out of their judgment against the Indiana, Bloomington & Western road. This includes interest on the judgment up to July 1.

Last week the Pennsylvania company ran a trial of live stock from Chicago to Jersey City at an average speed of twenty-two miles per hour. The run from Chicago to Philadelphia was made in thirty-seven hours.

In the month of August, the Indianapolis & Vincennes company expect to bring to this market, from points on their road, 800 car-loads of watermelons. One man at Worthington was a watermelon patch which he thinks will yield 100 car-loads.

H. R. Dering, assistant general passenger agent of the Pennsylvania; John Chesbrough, assistant general passenger agent of the Vandalia, and George J. Farmington, secretary of President McKean, of the Vandalia, left for Cresson last night, to be absent about a week.

Shipments of live stock, mostly cattle, to the Eastern markets, on Saturday last, exceeded that of any any since the yards were opened, reaching 110 car-loads. The roads have, however, got more for hauling twenty car-loads of stock than they did for this immense shipment.

So strict is General Manager Beckley, of the Cincinnati, Wabash & Michigan road, on the Sunday question, that he would allow nothing to be done on that day toward clearing the wreck of last Saturday night. The trains are all moving regularly, running around the wreck over other lines.

A few months from now the narrow gauge system will have no representatives of importance in the country. In ninety days the Toledo, St. Louis & Kansas City will be all standard gauge, and in six months from now the larger portion of the Denver & Rio Grande road will also be altered.

Seven new engines, built at Dunkirk, N. Y., have recently been delivered to the Lake Shore road, and the company has contracted with the locomotive works at Paterson, N. J., for ten more, all of which are to be placed on the Western division. Of those received at Elkhart are large passenger engines and five are freight engines.

The Transcontinental Association, which has been in session for five weeks in Chicago, completed its work on Saturday night. Notwithstanding its numerous wrangles over rate matters the association is said to be in better shape than ever before, which means that Indianapolis manufacturers are not to be favored by a reduction in rates. It is expected that the competitive business of the roads in this association during the year 1888 will amount to not less than \$20,000,000, which is \$5,000,000 more than the roads earned last year.

Receivers of Southern fruits in this section, and in the East as well, are complaining of the exorbitant freight rates. In watermelons it takes six out of every ten to pay the freight to many places. The old rail rates from points in Georgia and South Carolina were 85¢ per car to New York; now it is \$2.00, which means that the rate in proportion rises between such points and Indianapolis and Chicago. The business of shipping watermelons has increased enormously in the last two years, and the rate is a serious matter to the farmers who raise them. Receivers in New York and Boston have found it impracticable to ship fruit by water, and are now turning to the roads for relief. The rate is so bad that the fruit rot badly; consequently the roads are masters of the situation.

An ex-railroad manager said last night: "If the railroads were to pay their passenger conductors larger salaries, there would be less dishonesty among them, or, at least, spotters would not be able to confirm charges of crookedness, so much would a conductor value his job. A first-class traveling salesman gets from \$2,000 to \$3,000 per annum, while the average pay of passenger conductors is \$100 per month, but the work and responsibilities of a conductor are much greater than that of a traveling salesman. If I should again take charge of a railroad, I would get other roads an example by paying my passenger conductors \$200 a month, and I could easily impress on their minds that, if the money taken on trains was not properly turned in, their places would be made vacant. Such a salary would be an object to them, and they would be men to dress and live well. I take little stock, however, in this talk of dishonesty among conductors, and do not think there is much honest set of men in business. I think they should be better paid, and an attempt made to secure the best class of men, and thus remove all suspicion that they live beyond their means."

Miscellaneous Items.

Rumor has it that the Atchison, Topeka & Santa Fe is to extend its lines into Nebraska, constructing a trunk line from Kansas City to Omaha.

The Iowa railway commission holds that the new rate went into effect on July 11. No roads quote the new rates and it is said that numerous suits will be brought against the companies.

It is reported that one of the trunk lines has made a contract with a Chicago house to carry dressed beef to the seaboard for a year at 13¢ cents per 100 pounds. Railroad men refuse to believe this, and say it is a story set afloat for speculative purposes.

The new rates in Nebraska go into effect July 20. The railroad managements are making no objections to them, thinking that the results will soon convince the fair-minded men of the State that it would be better for the roads to do business at fair paying rates.

A new route between the West and New England will soon be opened. Last week the New York & New England road made a fifty-year traffic agreement with the Pennsylvania Bridge Company, which gives it facilities for a direct connection with the Erie road.

It is announced that the Duluth, South Shore & Atlantic road has been sold to the Canadian Pacific Railway Company. No details of the transaction have been made known, but it is said that C. S. Brice and his friends made large money through the deal.

The Central railroad, of New Jersey, yesterday put on a new steamer to ply between New York and Sandy Hook, in connection with its trains. The steamer is 250 feet long, thirty-three feet in the beam, and can carry 2300 persons, and can make twenty-two miles per hour.

It has been decided to construct the Mexican Pacific road from Mazatlan to some point on the Colorado river in southwestern Arizona. Engineers are to be put at work at once, and the grading will be begun in a short time. This will be one of the most important lines in Mexico, making a continuous road 1,400 miles in length.

The Lumbermen of the State.

The annual convention of the Indiana Lumber Association begins to-day at the New Denison House, and will last a couple of days. The association numbers 175 or 200 members, and over

a hundred are expected at the present meeting. Quite a number have arrived here last night. The president is C. C. Foster, of this city, and the secretary, W. B. Allen, also lives here.

## UNION PRISONERS OF WAR.

Arrangements for the Sixteenth Annual Meeting in This City Next September.

The following circular has been issued: HEADQUARTERS NATIONAL ASSOCIATION OF UNION EX-PRISONERS OF WAR, WASHINGTON, D. C., July 9, 1888.

The sixteenth annual meeting of the National Association of Union Ex-Prisoners of War will be held in the city of Indianapolis, Ind., on Tuesday and Wednesday, Sept. 18 and 19, 1888.

As matters of deep interest to all Union ex-prisoners of war will come before the convention, it is hoped that all Union Ex-prisoners' Associations will at once elect delegates and alternates and provide for their presence at the convention, and thus insure this being the most interesting meeting of the national association yet held.

Local associations having made a report of their conditions, and who are not in arrears for dues, are entitled to representation in the national association in the ratio of one delegate for every twenty-five members in good standing, and one additional delegate for a final fraction of more than one-half of that number. However, that each local association, whatever its numbers, is entitled to at least one delegate. All local association presidents for the time being are expected to sit as delegates, but no proxy or substitute can act for them.

Delegates must be furnished with credentials signed by the local association presidents and secretaries, and a copy forwarded to the secretary of the national association immediately after such delegates' election.

Secretaries of local associations should immediately forward a list of all of their members, and their delegates, and cause to be remitted to the secretary-treasurer of the national association the per capita tax for 1888, at the rate of one cent for each member of their association in good standing.

As this convention occurs the week following the national encampment of the G. A. R. at Columbus, O., arrangements have been made that will enable delegates to the convention of the National Association of Union Ex-Prisoners of War, attending the national encampment, to have their tickets extended ten days, allowing ample time to attend the convention at Indianapolis, and reach their homes on these low-rate tickets.

Headquarters of the National Association of Union Ex-Prisoners of War is at the State house, at Columbus, O., during the National Encampment, G. A. R., where delegates and other Union ex-prisoners of war can obtain information regarding the association.

All Union ex-prisoners, whether delegates or not, are most cordially requested to attend the national convention, and help make it the largest and best yet held. The reunion of the nation's ex-prisoners of war should report at room 27, in the court-house, where they can obtain information in regard to the meeting.

Until that time, for all matters relating to the national association, address Maj. L. P. Williams, secretary and treasurer, box 227, Washington, D. C.

President National Association Union ex-Prisoners of War.

[County papers friendly to this association of Union soldiers are requested to copy.]

## MATTERS IN THE COURTS.

The Preliminary Trials Growing Out of Sunday's Shooting Affray.

William Dunn, who was shot by Robert Hartpence Sunday morning, is still alive, but his recovery is hardly thought possible. Yesterday morning a preliminary examination of Hartpence was indefinitely postponed, and he was committed to jail without bail. He has retained John S. Dunne to defend him, and upon the instruction of his attorney refuses to say anything about the affair. George W. Farrand, who shot and killed William Maples, near Shaan's lake, was arraigned before the Mayor yesterday morning on the charge of murder. The preliminary hearing had to be postponed on account of the absence of several important witnesses. The trial will probably occur to-day.

Farrand seems to regret his act very much, but he feels confident that he will have sufficient evidence to warrant his acquittal on the ground of self-defense. Coroner Wagner is taking evidence in both cases.

## Criminal Court Cases.

In the Criminal Court yesterday, John S. Ray, indicted for burglary, withdrew his former plea, and pleaded guilty. Sentence was recommended by Judge Levin. Ray has been known to the police as a bad character for a long time, and year or two ago he made four police officers hold up their hands and keep quiet until he got out of sight. Recently he entered the residence of William McMillan, at No. 64 West Madison street, and attempted to chloroform Mrs. McMillan, but her screams aroused the neighbors, and the arrest of Ray followed. Will Shipman, charged with the murder of the late Mrs. Thomas, was arraigned for stealing \$16 from Mrs. Mason, were both found guilty by the court, and will be sentenced to-day.

## A Work of Necessity.

Robert C. Light, a farmer living near Broad Ripple, has brought suit against William Dawson and William Magie for \$5,000, on account of false arrest. Three weeks ago last Sunday Mr. Light cut wheat in a field near a church, of which Dawson and Magie are members. The following day Dawson and Magie had him arrested for deserting the Sabbath. He was arraigned before Squire Jacob C. Wright of Washington township, and upon proving that his wheat was too ripe and would be lost, he was released. He has since been greatly damaged had he not harvested it on Sunday, he was acquitted. He also alleges in his complaint that Dawson and Magie attempted to have the grand jury indict him, and used other means to damage his character.

## Had Another Wife.

Easter E. Robinson has begun suit in the Superior Court to have her marriage with James Sikes, at Paris, Ill., in 1866, annulled. The ground that his first wife was living at the time she was married to him. She says that he represented to her that he was an unmarried man, and that she learned nothing to the contrary until a long time afterward. As soon as she learned the truth she fled to Indianapolis, where she has since resided.

## Friendless and Inane.

Samuel Youart was declared insane yesterday by a commission composed of Drs. Woodburn and Hodges, and Justices Smock and Feltman. Youart is a mechanic, and so far as known has no relatives in Indianapolis. He was found on the street on Sunday mentally deranged and was taken in charge by the police. His insanity is of a mild character, and the physicians think a few weeks' treatment at the hospital will restore him.

## Willgus' Alleged Crime.

Charles E. Willgus, arrested charged with criminally assaulting his daughter, a girl of fourteen years, will have a preliminary hearing before the Mayor this morning. His bond was fixed at \$1,000, and, as no bondmen could be found, he was committed to jail. He claims that he is innocent of the charge.

## An Executor Qualifies.

Merrill Moore has qualified as executor of the will of the late Elizabeth E. Merrill, with a bond for \$2,500.

## This Confidence of people who have tried Hood's Sarsaparilla, in this preparation, is remarkable. It has cured many who have failed to derive any good whatever from other articles. For diseases caused by impure blood or low state of the system it is unsurpassed.

## SOME DOCTORS

honestly admit that they can't cure Rheumatism and Neuralgia. Others say they can but don't. At the same time, they say nothing but Hood's Sarsaparilla is the secret of its success. Years of trial have proved it to be a quick, safe, sure cure.

Concord, N. H., Sept. 3, 1887. In my own family Atkinson's Sarsaparilla was used as a last resort, the user having suffered from rheumatism and neuralgia for several years. It was treated for the disease by different physicians, but without any permanent result, until we used Hood's Sarsaparilla. It has cured us without even temporary relief. Upon my recommendation some of my friends have used this remedy with the same result. I am, Sir, Yours truly, C. H. Wilson.

Endorsement from Jan. 1, 1888. Atkinson's Sarsaparilla has completely cured me of all my troubles, and I feel that I am all the good it has done me. Mrs. LUCIE CHERRY.

Send 6 cents for the beautiful colored picture, "Moorish Maiden."

THE ATHLOPHOROS CO. 112 Wall St. N. Y.

## DIED.

PRAY—Monday morning at 6 o'clock, Hannah Cora, daughter of E. E. and Alice A. Pray, aged fourteen months. Services at residence, 50 Central avenue, to-day (Tuesday), at 4 p. m.

## An Interesting Test

## Of Digestive Power.

Professor P. Finkler recently reports, in the Philadelphia Record, that he has devised a test of the comparative digestive power of Papoid and Pepsin as follows: A certain amount of raw meat was put in two pans, one containing Pepsin added to No. 1, and the same amount of Pepsin to No. 2.

RESULT, after remaining a few hours in a temperature of 100 degrees F.

Papoid digested 57 per cent. of the meat. Pepsin digested only 15 per cent. of the meat.

Papoid is made from the fruit of the South American Papaya tree, which grows on the banks of the Amazon.

## PAPOID TABLETS

Are a convenient form of the new digestive drug, Papoid, and are now recommended by the highest medical authorities for all forms of dyspepsia, indigestion, flatulency, and heartburn. Price, per bottle, trial size, 50 cents; full size, \$1.00. Sent by mail on receipt of price by Johnson & Johnson, 92 William Street, New York.

## DRINK

## MILK

## LADIES' PEERLESS

## Do Your Own Dyeing, at Home.

They will dye everything. They avoid everything. They are made of the finest materials. They are made of the finest materials. They are made of the finest materials.

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## EDUCATIONAL.

## WILLISTON SEMINARY, Easthampton, Mass.

Prepares boys for any college or scientific school. Fall term opens Sept. 6, 1888. Catalogues and illustrated articles on application. Address: Rev. WILLIAM G. LAGER, Trust, (late Master Boston Latin School).

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RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y. The oldest School of Engineering in the United States. Next term begins Sept. 12. The Register for 1888 contains list of graduates for 62 years, with their positions, also course of study, requirements for admission, expenses, etc. Candidates living at a distance may be examined at their homes. Address: DAVID M. GREENE, Director.

## GLENDALE FEMALE COLLEGE

Thirty-fifth year opens Sept. 17. The oldest female college in the West. Best facilities and thorough instruction in all branches—English, Scientific and Classical. L. D. POTTER, D.D., Glendale, Ohio.

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## DEPAUW UNIVERSITY

GREENCASTLE, INDIANA. Fifty-first session begins Sept. 17. Students, 853. Professors, 47. For circulars in special colleges apply to Deans of the several schools, viz: G. L. Bates, D. D., School of Theology; A. G. Downey, LL. D., School of Law; Prof. J. H. Howe, School of Music; Prof. S. P. Parr, Normal School; Prof. H. A. Mills, School of Art; Lt. W. T. May, U. S. A., Commandant Cadets.

Other expenses very moderate. Open alike to young men and women. For year-book, inquire of the schools of the University, applying, including 50¢ for postage, to ALEXANDER MARTIN, President.

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They Give Perfect Satisfaction. Nearly 2,000 in use in this city.

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Four hundred acres of beautiful high land, directly on the sea, being divided into lots for summer cottages. The lots range in size from 5,000 to 15,000 feet. Price from \$200 to \$500 per lot. Fine harbor, good boating, bathing and fishing. Only 24 hours from Boston. Steamers connect with every train. The land is supplied with pure water from the celebrated Tashmoos spring has been introduced into Vineyard Haven. For circular and full particulars apply to FRANK P. BRADLEY, Jr., Trustee, 54 Devonshire St., Boston, Mass.

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New and improved machinery and dry kiln, all first class, all done in the best manner and with great promptness. Prices as low as the lowest. Call or send for estimates on all kinds of work. Large stock of Dry Lumber and Shingles.

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Are the Best, IN THE ESSENTIAL QUALITIES OF Durability, Evenness of Point, and Workmanship.

Sample for trial of 4 different numbers by mail, on application. Please mention this paper.

BROWN BROS., 66 N. 1st St., INDIANAPOLIS.

## COPY OF THE STATEMENT OF THE CONDITION OF THE FRANKLIN FIRE INSURANCE COMPANY

On the 30th day of June, 1888.

Located at No. 421 Walnut Street, Philadelphia, Pa.

The amount of its capital is \$400,000.00. The amount of its capital paid up is \$400,000.00.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$216,316.68. Real estate unimproved \$34,550.00. Bonds owned by the company, bearing interest at the rate of